



## INTIMATION.

A. S. WATSON &amp; CO., LIMITED.

Established A.D. 1841.

## WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY—Excellent Dinner and After-Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claretts including the lowest priced, are guaranteed to be the genuine product of the juicest of the grapes and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the different in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scores Whisky marked "B" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON &amp; CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 10th January, 1895.

tion or manufacture of refined sugar in the China market is steadily growing, and will more than make up for any falling off that may be in the demand from Japan. According to Messrs. JARDINE, MATTHESON & CO.'s letter to the Chamber of Commerce, the capacity of the refineries here is not less than 325,000 tons of raw sugar annually of a value of £23,500,000, and the export of refined sugar to Japan in 1893 probably amounted to between 70,000 and 80,000 tons, representing a value of over £1,000,000 sterling. That of course is a very large trade, and has grown up practically within the last twelve years. But the growth of the sugar trade in China has been even more remarkable, and presents constant and profitable employment for the Hongkong refineries, we trust, for all time to come. There may be the competition of the Japanese refineries to count with by and by, for they will naturally try to cultivate the China market, but on equal terms the Hongkong refineries will always be able to hold their own. Ten years ago, that is, in 1884, the total import of sugar into China, brown and white, was, according to the Imperial Maritime Customs returns, 110,409 piculs of a value of HK. Tls. 440,784. Last year, 1894, the import amounted to no less than 1,223,891 piculs of a value of HK. Tls. 9,507,153, or say 107,288 tons of a value of a million and a half sterling, on an average of last year's exchange. No distinction is made in the returns between refined and raw sugar, but Mr. H. Korsen, the Statistical Secretary of the Customs, in his report preceding the date of the protocol, it is pointed out that under the tariff still in force refined sugar was subjected to an import duty of 24 cents per picul, while under the new tariff 10 per cent. was to be imposed, which within six months was to be converted into a specific duty on the basis of the medium of prices during the six months preceding the date of the protocol. It happened, Messrs. JARDINE, MATTHESON & CO., went on to say, that the price ruling during the six months in question were higher than at any time in the history of the trade, and it followed that the duty would be calculated upon an abnormally high value, probably leading to a specific duty of 90 cents per picul; also that under the existing tariff raw sugar had been paying an import duty of 13 cents per picul, whereas in the new tariff no mention was made of raw sugar, the omission no doubt being accounted for by the Japanese contemplating the introduction of the manufacture of refined sugar upon an extended scale, and so long as raw sugar was free the Japanese factories would be bound to, against those of Hongkong, to the extent of the duty levied upon refined sugar imported. It was also suggested in the letter that the provision as to the duty being raised to an extent equivalent to any excise tax to be levied on Japanese refined sugar might be made to operate merely as a means of levying an additional duty on refined sugar from Hongkong, as there was nothing to prevent the Japanese Government from preventing the Japanese Government from encouraging refineries under state subsidy and imposing an excise tax equal to such a subvention, which tax would also be levied upon the Hongkong sugars already bearing the initial of 90 cents per picul. This letter was forwarded to the Colonial Office, and in reply copies of departmental correspondence that had taken place on the subject and an answer by the Foreign Office to Messrs. JARDINE, MATTHESON & CO.'s representations were sent out. On the 28th June, 1894, the Foreign Office wrote to the Lord KIMBERLEY that it was difficult to ascertain if the new Japanese tariff was abusively imposed, as far as the Chinese are concerned. The Lord KIMBERLEY was anxious if possible to safeguard the interests of the Hongkong sugar refineries, and asking what was the opinion of Mr. BENTLEY in regard to the omission of sugar from the conventional tariff. The question of the duty to be levied on sugar under the new tariff was, he said, a very serious one, in view of the importance of the sugar refining industry of Hongkong, which a high customs duty would destroy. He suggested, however, that, apart from the duty it might be decided to accept, an arrangement might be made stipulating, as was done in the case of spirits in the Golden treaty with France, that, should the Japanese Government find it necessary at a future time to establish an excise tax, or inland duty, on sugar manufactured in Japan, an increased duty of an equivalent amount might be imposed on British refined sugar. Viscount AOKI replied that one reason which had induced his Government to omit sugar from the new conventional tariff was that a duty of 20 per cent. ad valorem, which had appeared in previous draft tariffs, was inserted, attention would be at once drawn to it as being a much higher duty than the rates attached to other articles of British importation, and objections would be made. At another interview held on the 12th July Viscount AOKI observed that the demands of Her Majesty's Government in respect of sugar had been received with much surprise by the Japanese Government, who, in making their last concessions, considered that they were in possession of the entire view of Her Majesty's Government in regard to the tariff, and he drew attention to the tariff presented by the foreign delegates at the Tokyo conference of 1886, which provided for duties of 20 per cent. on refined sugar and 15 per cent. on unrefined sugar. Mr. BENTLEY, in reply, said he considered the sugar proposal very prejudicial to the trade of Hongkong, and, after consultation with Sir E. MEADE, informed Viscount AOKI that the Colonial Office objected to it very strongly, and would, if Japan insisted, be obliged to refer to Hongkong and the leading merchants in the city interested in sugar, thus causing considerable delay in the negotiations without a fair prospect of success in the end. The Japanese Government were, however, very desirous that the treaty should be signed once, and agreed to accept the proposal that refined sugar should be inserted in the conventional tariff at a duty of 10 per cent. and that any tax which it might be considered necessary at any time to levy on the produc-

The German engineer ARACKS left for Amoy yesterday.

A coolie attended to the corpse of white washashawas, who was buried in Po-Yuen Street and demanded 82 piculs from the company. She refused to part with any of her money, and the white washashawas, upon venting his wrath upon her, dashed some of the furniture with his white washashawas. At the Police Court yesterday Commander W. C. HASTINGS ordered that the coolie should be imprisoned for 21 days.

The prisoner's defense was that the woman would not remove her furniture to permit him to wash the premises.

"Lock-on" in the Japan. Gossips says—

The two Empress boats in the Koko last week at the same time tykes chose each other. The Empress of India was leaving Shanghai at night. The Empress of China, having died well, rushed up the gangway of the Empress of India, who was bound for Yokohama, and made for the smoking-room. A China hand, one of them, followed. "Hello, Smith," said the Empress of India, "you have over to Japan quickly replied that he was on his way to Japan. Then those Shanghays man—used language, and moved swiftly. For this sake of people who dine out, or cannot read, it would be well if the Empress boats next time they call at Kobe were painted different colours.

SHANGHAI RACES.

FIRST DAY, 29th April.

We are indebted to the Manager of the Club

for the results of yesterday's races at Shanghai.

The SUMMERTIME STAKES, a Sweepstakes of

Tls. 10, each, for subscription gratuity of this meeting only; second pony, Tls. 25; weight for inches as per scale.

Three quarters of a mile.

Mr. Black's Sir Charles, 1st. 10s.

Mr. Sylv's Star, 1st. 10s.

Mr. Crow's Pegasus, 1st. 10s.

Tls. 1, m. 10s.

The SUMMERTIME STAKES, a Sweepstakes of Tls. 10, with Tls. 25 added, for subscription gratuity of this meeting only; second pony, Tls. 25; weight for inches as per scale.

One mile.

Mr. King's Orion, 10s. 12s.

Mr. Henry Morris' Blackberry, 1st. 40s.

Mr. Utto's San Purcell, 1st. 12s.

Time, 2 min. 24 sec.

The GRIMES' PLATE, value Tls. 500; for China ponies, weight for inches as per scale.

One mile.

Mr. King's Tigris, 10s. 12s.

Mr. Sturgis' Chiefland, 1st. 12s.

Time, 1 min. 30 sec.

The CATHAY CUP, value Tls. 150, for China ponies, weight for inches as per scale; crittles 5. One mile and a half.

Mr. King's Invader, 1st. 10s.

Mr. Sturgis' Vagabond, 1st. 10s.

Time, 2 min. 16 sec.

The JOCKEY CUP, value Tls. 100, for China ponies that have never won a race; second pony, Tls. 25; to be ridden by Jockeys who have never had a riding mount; weight for inches as per scale; entrance, Tls. 5. One mile and a half.

Mr. King's Tigris, 10s. 12s.

Mr. Sturgis' Vagabond, 1st. 10s.

Time, 2 min. 42 sec.

The KELANG PLATE, value Tls. 150; for China ponies, weight for inches as per scale; crittles 5. One mile and a half.

Mr. King's Invader, 1st. 10s.

Mr. Sturgis' Chiefland, 1st. 12s.

Time, 2 min. 34 sec.

The HART LEGACY CUP, presented by the late Mr. James Hart, value Tls. 100; for China ponies; weight for inches as per scale; entrance, Tls. 5. Half a mile.

Mr. King's Invader, 1st. 10s.

Mr. Sturgis' Chiefland, 1st. 12s.

Time, 2 min. 42 sec.

The KELANG PLATE, value Tls. 150; for China ponies, weight for inches as per scale; entrance, Tls. 5. One mile.

Mr. King's Invader, 1st. 10s.

Mr. Sturgis' Chiefland, 1st. 12s.

Time, 2 min. 42 sec.

The KELANG PLATE, value Tls. 150; for China ponies, weight for inches as per scale; entrance, Tls. 5. One mile.

Mr. King's Invader, 1st. 10s.

Mr. Sturgis' Chiefland, 1st. 12s.

Time, 2 min. 42 sec.

The RODA'S PLATE, value Tls. 100; for China ponies (without restriction as to height) not otherwise stated at this meeting and that have never won a race; weight, 1st, 11s.; entrance, Tls. 5. One round.

Mr. King's Invader, 1st. 10s.

Mr. Sturgis' Chiefland, 1st. 12s.

Time, 2 min. 42 sec.

The GRIMES' PLATE, value Tls. 100; for China ponies (without restriction as to height) not otherwise stated at this meeting and that have never won a race; weight, 1st, 11s.; entrance, Tls. 5. One round.

Mr. King's Invader, 1st. 10s.

Mr. Sturgis' Chiefland, 1st. 12s.

Time, 2 min. 42 sec.

The PLAGUE NEAR KOWLOON CITY.

The plague has made its appearance at Sha Po Tsai, which is about a quarter of a mile north of the Kowloon City. During the last six days there have been six deaths, but, as far as has been ascertained, the disease has been introduced from outside the colony, and with the prompt isolation of the case it is to be hoped it may be prevented.

We (Koko Chronicle) understand that an appeal will lie to the Supreme Court at Tokyo against the decision of the price court at Sasebo.

It is the same that the alternative was suggested of a minimum tariff of 10 per cent. with an additional duty equivalent to any excise tax that might be imposed on Japanese refined sugar. This proposal, after consultation with Mr. WILFRID KEEWICK, was accepted by the Colonial Office, and subsequently constituted Lord SALISBURY's proposal to the Japanese Government.

In a memorandum of an interview held at the Foreign Office on the 27th June, 1894, we find that Mr. BENTLEY referred to the omission of sugar from the conventional tariff.

The Japanese Government, however, had agreed to accept the proposal.

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## NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA  
(FLORIO AND RUBATTINO UNITED  
COMPANIES.)

NOTICE TO CONSIGNEES,  
FROM BOMBAY AND SINGAPORE  
THE Steamship

"FORMIDA"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Warehouses and Storage Company, Ltd., Wan Chai, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

No Claims will be admitted after the Goods have been landed at the Godowns, and all Claims must be sent in to the Office of the Underwriter before NOON on the 1st May or they will not be recognized.

No Fire Insurance has been effected and any Goods remaining in the Godowns after the 1st May will be subject to rate.

CARLOWITZ & CO.,  
Agents.

Hongkong, 25th April, 1895. 16

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PRIAM"  
are hereby notified that the Cargo is being discharged into Craft and landed at the Godowns of the Underwriter, in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th inst.

Goods undelivered after the 3rd prox. will be subject to Rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 4th May.

BUTTERFIELD & SWIRE.

Hongkong, 25th April, 1895. 1903

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ULYSSES"  
are hereby notified that the Cargo is being discharged into Craft and landed at the Godowns of the Underwriter, in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th inst.

Goods undelivered after the 3rd prox. will be subject to Rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 4th May.

BUTTERFIELD & SWIRE.

Hongkong, 25th April, 1895. 1933

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND  
SINGAPORE.

"CATHERINE APCAR"  
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of remaining Goods will be landed on board until Consignee's risk and expenses in the Godowns of the Wanchai Warehouses and Storage Company, Ltd., Wan Chai, whence delivery of the same will be made.

Cargoes of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; and Cargo impeding the discharge of the same will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected.  
 Bills of Lading will be countersigned by  
 DAVID SASSOON, SONS & CO.,  
 Agents.

Hongkong, 27th April, 1895. 1937

U.S. MAIL LINE.

NOTICE

FOR VIADIVOSTOK VIA SHANG-HAI AND NAGASAKI.  
(Taking cargo at through rates to KOREAN PORTS.)

THE Steamship

"GHAZEE"  
Captain D. S. Bailey, will be despatched as above at 5 P.M. TO-DAY, the 30th inst.

For Freight or Passage apply to  
 NIPPON YUSEN KAISHA.  
Hongkong, 24th April, 1895. 1913

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.  
THE Company's Steamship

"CHINGTU"

R. Innes, Commander, will be despatched as above TO-MORROW, the 1st May, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine. A Refreshing Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Steamer is fitted throughout with Electric Light.

For Freight or Passage apply to  
 BUTTERFIELD & SWIRE.

Hongkong, 29th April, 1895. 1886

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, CO-  
LOMBO, PONDICHERY, MADRAS,  
CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN  
AND BLACK SEA PORTS.

ALGERIA, TUNISIA, AND  
MOROCCO.

MARSEILLE, LONDON, HAVRE, AND  
BORDEAUX.

ALSO  
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 1st May,  
at Noon, the Company's Steamer  
"OXUS" (Commander, D. P. Dodd, with Miss,  
Passenger, Specie, and Cargo will leave this  
Port for the above place.)

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles to the principal cities of Europe.

Shipping Orders will be granted till noon, 4 P.M. Specie and Parcels until 3 P.M. on the 30th April. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contests and Value of Packages are required.

For further Particulars, apply to the Company's Office.

C. TOURNARE,  
Acting Agent.

Hongkong, 19th April, 1895. 19

GREAT NORTHERN STEAMSHIP  
LINE.

FOR PORTLAND, OREGON.

(In Connection with the OREGON RAILWAY &  
NAVIGATION CO. and GREAT NORTHERN  
RAILWAY CO.)

THE Steamship

"CHITTAGONG,"

Captain D. P. Dodd, will be despatched for PORTLAND, OREGON, 1st, KOREA, and YOKOHAMA on or about 15th May.

Through Bills of Lading will be granted to all points in the United States and Canada.

Consignee Invoices for Cargo to United States points must be sent to the Collector of Customs, Portland, O.

For further Particulars as to Freight or  
Passage, apply to

SHEWAN & CO.,  
Agents.

Hongkong, 25th April, 1895. 1919

FOR NEW YORK.  
THE 30th A.M. American Ship

"SACHEM,"

Bartlett, Master, will be here for the above Port and will have quick despatch.

For Freight apply to

CARLOWITZ & CO.,  
Agents.

Hongkong, 26th March, 1895. 1713

## NOTICES ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"AJAX,"

Captain Goodwin, will be despatched above TO-DAY, the 30th inst., at 10 A.M.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 29th April, 1895. 1808

FOR SHANGHAI (DIRECT).

THE Steamship

"LIFOO,"

Captain Kloster, will be despatched for the above port TO-DAY, the 30th inst., at 5 P.M.

For Freight or Passage apply to

CARLOWITZ & CO.,  
Agents.

Hongkong, 23rd April, 1895. 1828

FOR KOBE AND YOKOHAMA.

THE Steamship

"ORMSTON,"

Captain E. Outram, will be despatched for the above ports TO-DAY, the 30th instant, at 5 P.M.

For Freight, apply to

NIPPON YUSEN KAISHA.

Hongkong, 24th April, 1895. 1819

FOR KOREA AND YOKOHAMA.

THE Steamship

"KOREA,"

Captain E. Outram, will be despatched for the above ports TO-DAY, the 30th instant, at 5 P.M.

For Freight, apply to

NIPPON YUSEN KAISHA.

Hongkong, 24th April, 1895. 1819

FOR KOREA AND YOKOHAMA.

THE Steamship

"KOREA,"

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